





















## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY-SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"GLAUCUS"	8th November.
GLASGOW and LIVERPOOL	"BYRON"	21st "
GLASGOW and LIVERPOOL	"PRIMA"	26th "
GLASGOW and LIVERPOOL	"OANFA"	29th "
GLASGOW and LIVERPOOL	"AJAX"	5th December.
GLASGOW and LIVERPOOL	"HUICHOW"	12th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	19th "

S.S. "Glauca" left Singapore at daylight on the 3rd inst., and is due here on the 8th.

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "
GENOA, MARSEILLES & L'POOL	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December.
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	26th "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA"	1st December.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"MACHAON"	7th November.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th November, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
DEBU and ILOILO	"SUNGKIAN"	8th November.
SHANGHAI	"SHAOHING"	12th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	14th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TIANAN"	29th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th November, 1905.



## HONGKONG—MANILA.

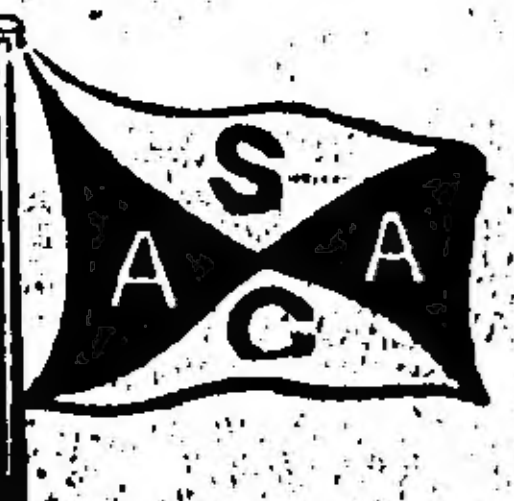
Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Notley	MANILA VIA AMOV	FRIDAY, 10th Nov., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th November, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

Steamship.	Tons.	Captain.	For	Sailing Dates.
"INDRANI"	2540	A. H. Notley	NEW YORK	FRIDAY, 15th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 12th October, 1905.

## BOO CHONG.

STATIONER AND PAPER-MERCHANT.  
No. 20, FORT STREET.HAS always on hand all varieties of  
Stationery, Printing and Note Paper.  
Copying Presses, also Automatic Cyclicals  
and Edison Dictaphones.  
Hongkong, 2nd February, 1905.THE Public is hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are hereby notified that the Rates  
are as follows: (1) Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 2nd November, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. ADZIM, R.N.

THIS Steamer departs from Hongkong on  
Week Days, at 5 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.  
(If tide permits.)FARES—Week Days: 1st Class, including  
Cabin and Servant, Single, \$1; Return, \$2;  
2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates: 1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single  
Ticket, 50 cents; Return, 10 cents.  
Breakfast, Dinner and Bed can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.  
First Class Passengers who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 9th October, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. M. READ.  
"KWONG TUNG" 1,335 H. W. WALKER.Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey \$4.  
Meals \$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHU ON S.S. CO., LD.,  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 7th November, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,  
FOR

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"ARABIA" 4,483 Messersin November 10th, 1905.

"ARAGONIA" 5,198 Ernst November 29th, "

"NICOMEDIA" 4,370 Wagemann December 22nd, "

"NUMANTIA" 4,370 Feldmann January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, 7th November, 1905.

## FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above,  
on or about WEDNESDAY, the 15th instant.  
To be followed by S.S. "BENMOHR"For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd November, 1905.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Powell, will be despatched for the above  
Ports, on WEDNESDAY, the 9th instant, at  
Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewardess  
are carried.N.B.—To secure the additional comfort of  
passengers the Steamer of the Company have  
electric and fitted in accommodation.For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd November, 1905.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain A. Stewart, will be despatched for the  
above Ports, TO-MORROW, the 8th instant, at  
5 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 7th November, 1905.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Captain A. Stewart, will be despatched for the  
above Ports, TO-MORROW, the 8th instant, at  
5 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 7th November, 1905.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"TONKIN"

Captain Charbonnel, will be despatched for the  
above Ports, on or about MONDAY, the 13th  
instant.For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 6th November, 1905.

## HAMBURG-AMERIKA LINIE.

REGULAR SERVICE.

HONGKONG—VLADIVOSTOK,  
(CALLING AT NAGASAKI).

Next Sailing

"ITHAKA"

Captain Eckhorn, about middle of November.

For Freight and Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd November, 1905.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"WRAY CASTLE" 11th November.

"GHAZEE" 18th November.

"LOTHIAN" 25th November.

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 26th October, 1905.

## Intimation.

## THE HONGKONG TELEGRAPH.

ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.A daily newspaper with weekly edition  
published for despatch by the homeward mail.The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.Special attention given to effectively display-  
ing advertisements.The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.This standard runs exactly eight lines to the  
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

Each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOB PRINTING.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work.

THE MANAGER

HONGKONG TELEGRAPH CO., LTD.

HONGKONG, 7th November, 1905.

## THE POPULATION OF JAPAN.

COMPARISON WITH OTHER COUNTRIES.

Mr. Takano, President of the Japanese  
Association, recently contributed to the  
Zakka an article on the population question,  
which in view of the discussion regarding the  
alleged over-population of Japan will be read  
with much interest.We have often heard it said, remarks Mr.  
Takano, that Japan's population is multiplying  
with remarkable rapidity. While this is no  
doubt true, it requires careful investigation  
whether the population is increasing at a rate  
which finds no parallel in other countries. Prior  
to the Restoration reliable statistics are ob-  
tainable, but since the beginning of the Meiji  
era returns show that Japan's population has  
been steadily on the increase. In 1873 the po-  
pulation was 33 millions, which in 1883 had in-  
creased to 37 millions. Ten years later, in  
1893, the latter figure had been augmented to  
40 millions, and by 1903 the figure had been  
further increased to 45 millions. It will thus  
be seen that during the thirty years ended 1903  
Japan's population has increased by twelve  
millions, or 27 per cent. The average yearly  
increase is roughly 400,000, or one for every  
100 of the population. The density of popu-  
lation also increased from 1,333 per square mile  
in 1873 to 1,633 in 1903.While, however, there is no doubt that the  
Japanese are a progressive people and that the  
population is increasing at a remarkable rate,  
Mr. Takano thinks it would be a mistake to  
regard this phenomenon peculiar to Japan.The increase of population is a phenomenon  
generally observable in all civilized countries  
in modern times, though there are exceptions  
such as Ireland, and he thinks it will be interest-  
ing to compare the Japanese rate of increase  
with that of other countries. During the ten  
years ended 1900 Japan's population increased  
by 4,300,000, the yearly average ratio being 10.2  
per 1,000. In making a comparison with other  
countries, exceptional instances such as France,  
where the population remains almost stationary  
(the rate of increase is only 1.5), and the United  
States, where the increase, 19.7, is very great,  
are excluded. The Japanese rate of increase  
may be compared with the 10.3 of Scotland,  
10.9 of Denmark, and 10.5 of Canada. Eng-  
land, Germany, and Europe generally all sur-  
pass Japan in the rate of increase (the in-  
crease in Switzerland (11.6), Holland (10.3),  
and Norway (13.6) are higher than Japan's,  
while those of Belgium (6.8), Hungary (6.2)  
and Austria (6.9) are lower than Japan's).The average yearly increase of the popu-  
lation in England during the ten years ended  
1900 was 1,520,000, the ratio being 17.1 per  
1,000; that of European Russia 1,200,000, the  
ratio 11.9; and that of Germany 1,000,000, the  
ratio 11.4. As may be seen from the above  
comparisons, though the increase of Japan's  
population can hardly be said to be slow,  
it must be remembered that there are other  
countries where the rate of increase is  
much more rapid. There is little doubt, how-  
ever, that the rate of increase in Japan is be-  
coming larger every year, as will be seen from  
the figures below.

## Increase per 1,000.

1807 12.5

1898 12.4

1899 12.4

1900 12.4

1901 12.4

1902 12.4

1903 12.4

Even with these figures as a basis, however, it  
can scarcely be said that Japan's population  
is increasing at a rate unprecedented in other  
countries.Next it may be interesting to go into details  
of the increase of Japanese population, and  
to make a comparison with other countries.The increase of population in Japan during  
1901 was 62,100, of which 37,900, or 61 per  
cent, was from the excess births over deaths,  
the remaining 24,200 per cent, being the difference  
between those who were entered on the  
census register and those who were ex-  
cluded therefrom through various causes.Before instituting a comparison of the  
number of births and deaths with other  
countries, it will be necessary to touch  
on the subject of marriage. The average  
annual number of marriages in Japan during  
the ten years ended 1900 was 37,000, or 3.7  
per 1,000. The only European country which  
surpasses Japan in the ratio of marriages is  
Serbia, where it is 9.7. Hungary (8.7) and  
European Russia (8.6) maintain a nearly similar  
ratio with that of Japan. In Germany (4.5),  
Austria (4.0), France (3.5), England (3.3),  
and Scotland (2.2) the rates are all below those  
of Japan. In short, Japan's ratio of marriages is  
higher than that of most of the European coun-  
tries.It should be borne in mind that in the Japan  
official census returns the still-born appear first  
in the birth list, and then in the death census,  
while in other countries statistics on this point  
are not uniform. In England, for instance, the  
still-born are partially excluded from the birth  
and death statistics. The same remarks may  
be applied to Russia, where the still-born are  
not included in the birth statistics.As already mentioned, the ratio of population  
in Japan is larger than that of most other coun-  
tries, and therefore the population is naturally  
increasing at a rapid rate. The average yearly  
increase of population in Japan during the ten  
years ended 1900 was 4,300,000, or 10.2 per  
1,000. The only European country which  
surpasses Japan in the ratio of population is  
Serbia, where it is 9.7. Hungary (8.7) and  
European Russia (8.6) maintain a nearly similar  
ratio with that of Japan. In Germany (4.5),  
Austria (4.0), France (3.5), England (3.3),  
and Scotland (2.2) the rates are all below those  
of Japan. In short, Japan's ratio of population is  
higher than that of most of the European coun-  
tries.The average yearly increase of the popu-  
lation in England during the ten years ended  
1900 was 1,520,000, the ratio being 17.1 per  
1,000; that of European Russia 1,200,000, the  
ratio 11.9; and that of Germany 1,000,000, the  
ratio 11.4. As may be seen from the above  
comparisons, though the increase of Japan's  
population can hardly be said to be slow,  
it must be remembered that there are other  
countries where the rate of increase is  
much more rapid. There is little doubt, how-  
ever, that the rate of increase in Japan is be-  
coming larger every year, as will be seen from  
the figures below.

Increase per 1,000.

1807 12.5

1898 12.4

1899 12.4

1900 12.4



# Spillville

the preceding ten years 500,000. The average death rate in the United States is 16.4 per 1,000 of the population. (U. S. Bureau of Census, 1927.)

Germany, Italy, and the United States are the only countries in the world where the death rate is larger in these countries than in the United States. It is also larger than in Japan, what is surprising is that in England, Scotland, Denmark, and Norway, where the death rate is actually lower than in the United States. It is still lower, as will be seen from the figures below. In the respect there is a gradual process of improvement in these

Births, Deaths,  
per 1,000 pop. 1920

England	30.6	16.3
Scotland	30.7	18.5
Denmark	30.3	17.4
Norway	30.4	18.3
Japan	29.3	20.0

Mr. Takano then proceeds to review the difference between the number of births and deaths. The excess of births over deaths in Japan during the ten years ended 1909 was 360,000 a year on an average, or 19 per 1,000 of the population. Switzerland (6.5) and Belgium (6.8) come next to Japan's rate, while England, Germany, Austria, and Russia far exceed that of Japan, as will be shown. Even in Scotland and Denmark, where the rate of increase of population is nearly the same as Japan, the excess of births over deaths is above that of this country. The comparative smallness of the actual increase of population compared with the excess of births in these countries is, because they lose a large number of the population through emigration abroad. In the light of the following statistics the fallacy of the supposition that Japan's population is increasing at a rate almost unprecedented in other countries will become apparent:—

*Clearance at the Harbour Office.*

*Tokyo, for Moji*  
11,344, for Canton.  
*Manichia, for Shanghai.*  
*Pineau Allice, for Singapore.*

Excess of increase of births population			A'wangles, for Canton.	
1891 to 1900	per 1,000	per 1,000	Tsin'ing, for Ma-li.	Hsin'ang, for Shanghai.
France.....	0.6	1.3	Trigona, for Canton.	Keshing, for Angkor.
Spain.....	3.3	2.3	Socotr, for Bangkok.	
Japan.....	8.0	10.3		
Switzerland.....	9.3	11.0		
Belgium.....	9.8	9.8		
Austria.....	10.0	8.0		
Italy.....	10.6	6.4		
Hungary.....	10.7	9.4		
England.....	11.7	11.5		
Scotland.....	11.9	10.3		
Denmark.....	12.7	10.0		
Germany.....	13.9	12.5		
Holland.....	14.3	12.5		
Norway.....	14.7	15.0		
Russia.....	14.8	15.0		

**Departures.**  
 Nov. 6.  
*Montezum, Fr. cruiser, for Shanghai.*  
 Nov. 7.  
*Manahua, for San Francisco.*  
*Itanhuu, for Swatow.*  
*Chungang, for Hwa'ow.*  
*Wangsh, for Swatow.*  
*Kuimun, for Singapore.*  
*Talliman, for Sourabaya.*

Evidently, though the increase of population is increasing, the rate is not specially remarkable. Coming to an analysis of the increase, the birth-rate is lower compared with the larger percentage of marriages, and although the death-rate is comparatively low it can scarcely be said to show a very good state of things. In short, the increase of the population resulting from the difference between births and deaths is lower than in most European countries. Of course the mere increase of population cannot be welcomed, for quality, not quantity, is more likely to be victorious in the struggle for existence. But evidently, so far as Japan is concerned, the danger from a too rapid increase of population is not to be apprehended.—*Japan Chronicle*.

**JACK ASHORE.**

## HUMOURS OF THE VISIT TO JAPAN.

Some amusing stories are going the rounds of the vernacular papers concerning the preparations made by the citizens of Tokio to welcome the British Fleet, and as the stories come mostly at the expense of the Japanese themselves they show that the "allies" will stand a little joking. One of the best, says the *Japan Herald*, is in connection with the placards already posted to in our columns, which were to freely posted by the shopkeepers in Tokio, offering a special reduction in prices to "our gallant allies." One of these placards posted over the shop of a dealer in charcoal and firewood aroused the criticisms of an English speaking friend, who remarked it was hardly likely that the British officers and sailors would want to purchase charcoal and firewood. "I thought it was a congratulatory notice," said the shop-keeper. "I put it up because the undertaker next door has got one exactly like it." At another shop where one of these placards was posted—a bolted, bare shop—a student introduced a British sailor to partake of the delicacy. Something in the nature of the portions brought them struck the student, and he asked whether they were not rather small. "Oh, yes," was the reply, "you see we are allowing 50 per cent reduction." The brilliant genius who originated the idea of granting "our gallant allies" a special reduction is suffering badly at the hands of the Tokio wits. —*Nagasaki Press.*

**Shipping Report.**

*Sir. Redd* from Manila — Fresh N.E. and high sea, fine and clear.

*Sir. Vorwärts* from Hiloah — Strong wind from N.E. with a heavy swell.

*Sir. Kamekio* from Shanghai — Strong N.E. wind and N.W. winds, and clear weather with high following sea.

*Sir. Seestre* from Yokohama — Strong N.E. wind, and high following sea throughout from Shanghai.

*Sir. Neris* from Singapore — Fine weather until Paracels from thence very strong N.E. monsoon, with heavy sea.

*Sir. Namang* from Calcutta — Left Singapore on the 31st ult., and experienced high variable winds and calms, as far as Lat. 17° N. where N.E. monsoon set in, thence to port fresh to moderate monsoon, high N.E. sea and cloudy weather.

**Vessels in Port.**

**STEAMERS.**

*Arctia*, Ger. s.s. 2,865 H. Meisenhals, 31 Nov. — Portland via Japan 1st Nov. Gen. P. & A.S. Co.

## CHINESE RAILWAYS

In the course of the present year, the present  
Administration of China, controlled the railway  
and shipping. *Wang* (see page 10) was  
sent to the United States to represent the  
Chinese Government and Chinese Corporation and  
to attend any of the sessions of the Ameri-  
can Chamber of Commerce in American China  
and to represent the Chinese Government in the  
United States. It is difficult to  
obtain reliable statistics of the railway  
and shipping companies in the Chinese  
Empire. The railway companies, therefore,  
are not included in the following list of the  
Chinese companies which are  
operating in the Chinese Empire.  
The following are the names of the  
Chinese companies which are  
operating in the Chinese Empire.

# Spillville

Alabama, Geo. A. 1161  
 Alaska, Geo. A. 1161  
 Arizona, Geo. A. 1161  
 Arkansas, Geo. A. 1161  
 California, Geo. A. 1161  
 Colorado, Geo. A. 1161  
 Connecticut, Geo. A. 1161  
 Delaware, Geo. A. 1161  
 Florida, Geo. A. 1161  
 Georgia, Geo. A. 1161  
 Idaho, Geo. A. 1161  
 Illinois, Geo. A. 1161  
 Indiana, Geo. A. 1161  
 Iowa, Geo. A. 1161  
 Kansas, Geo. A. 1161  
 Kentucky, Geo. A. 1161  
 Louisiana, Geo. A. 1161  
 Maine, Geo. A. 1161  
 Maryland, Geo. A. 1161  
 Massachusetts, Geo. A. 1161  
 Michigan, Geo. A. 1161  
 Minnesota, Geo. A. 1161  
 Missouri, Geo. A. 1161  
 Montana, Geo. A. 1161  
 Nebraska, Geo. A. 1161  
 Nevada, Geo. A. 1161  
 New Hampshire, Geo. A. 1161  
 New Jersey, Geo. A. 1161  
 New Mexico, Geo. A. 1161  
 New York, Geo. A. 1161  
 North Carolina, Geo. A. 1161  
 North Dakota, Geo. A. 1161  
 Ohio, Geo. A. 1161  
 Oklahoma, Geo. A. 1161  
 Oregon, Geo. A. 1161  
 Pennsylvania, Geo. A. 1161  
 Rhode Island, Geo. A. 1161  
 South Carolina, Geo. A. 1161  
 South Dakota, Geo. A. 1161  
 Tennessee, Geo. A. 1161  
 Texas, Geo. A. 1161  
 Utah, Geo. A. 1161  
 Vermont, Geo. A. 1161  
 Virginia, Geo. A. 1161  
 Washington, Geo. A. 1161  
 West Virginia, Geo. A. 1161  
 Wisconsin, Geo. A. 1161  
 Wyoming, Geo. A. 1161

1899, A. Kinn,  
11th Oct. Gen.—J. &

Shippers' Export.			
<i>Ship.</i>	<i>From.</i>	<i>Agent.</i>	<i>Per.</i>
P. R. Laird	Singapore	M. & Co.	Nov. 8
Manila	Singapore	B. & S.	Nov. 8
Gloucester	Manila	B. & S.	Nov. 8
Eastern	Manila	G. J. & Co.	Nov. 9
Taster	Japan	C. P. R. Co.	Nov. 9
Tonkin	Singapore	M. W.	Nov. 13
Glenclary	Singapore	McG. & G.	Nov. 13
Zimbal	Rombay	N. Y. K.	Nov. 16
Wilhead	Brinsford	M. & Co.	Nov. 16
Emp. of Japan	Vancouver	C. P. R. Co.	Nov. 23
Changsha	Sydney	B. & S.	Dec. 5

## DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.		
Eclipse .....	M	Kowloon Dock.
Tai-mo .....	M	"
Hoh-nai-n .....	M	"
Kwan-tai .....	M	"

Jackie, Mr.	Verster, Capt. & Mrs.
Jeffries, H. U.	White, Dr. M. I.
Joseph, Mr. and Mrs.	Wilkie, John
Kaye, Major and Mrs.	Woodward, Mr. & Mrs.

**CRABTREE.**

SHANGHAI.

Shanghai	International,	Nov. 1	Day, Miss	Grant
London	International	Oct. 30	Gaskell, Mr. and Mrs.	Bentley, Percy
S.M.S. "Tiger"	Old	" 30	Harvey, Capt. & Mrs.	Boppa, P.
Batavia	Tanahmoo,	" 30	Marchant, Capt. and	Webb, Mr. and Mrs.
Kwangang	New,	Nov. 3	Mrs. and children	Montague
			Skeel, Mrs.	

## Ships Passed The Can

<p>14th October - Glenfalloch, Niffon, Glenferrie, Richmond, Helena Schinawa, Douglas. ber - Palena, Silkhouta. 30th October - Hyson, St. Ebbert, Tonkin, Okla. 24th October - Clav Yorkhill, Austria, Marwarwa. 28th October - Formosa, Priam. 31st October - Indrapura, Arima, Prinz Heinrich, Pathum, Ulysses, Sil via.</p>	<p>Burnan, A. Carverson, S. Chandler, F. Fischer, E. Fischer, Ch. Grondellus, Capt. and Owan, O. E. Mrs. C. and child Hales, G. L. Hamer, Capt. H. Hawson, Miss Koyt, Dr. H. Kelli, G.</p>	<p>Lowie, Miss Sisale Major, Capt. and Mr. and Infant Munro, Miss A. Ohme, A. Owen, O. E. Pillie, E. Rafen, Chr. Rafka, M. Roots, M. Stotts, W.</p>
<p>Homeward - 14th October - Anapa, Sambla. 17th October - Bismund, 28th October - Cylo nia. 31st October - Scandia, Antenor.</p>		
<p>Arrivals at Home - 10th October - Rosario, Monchen. 14th October - Alaska, Kanan St. 17th October - St. Peter. 20th October - Ernst Simons. 21st October - Bremen, Kan nack, Malacca. 28th October - Rom, Verona, Schwala, Bruckrig, Lass. 31st October - Skeania, Austria, Pop Line, Cadile.</p>		
<p>Kowloon. MacGregor, J. W. Hall, A. J.]</p>		
<p>HIS BRITANNIC MAJESTY THE KING</p>		

## Post Office

<b>A Mail will close for:-</b>		
Nagasaki, Kobe, Yokohama, Victoria, B.C., Vancouver, Seattle and Tacoma, Wash.— <i>Per Pingray</i> , 8th Nov., 9 A.M.	Marlin	despatch vessel.
Butavia, Samarang, Sourabaya and Macassar.— <i>Per Tjilassar</i> , 8th Nov., 10 A.M.	Andromeda	cruiser, 1st class.
Europe, &c. India, via Taitouin.— <i>Princess Alice</i> , 8th Nov., 11 A.M.	Aras	torpedo boat destroyer.
Macao.— <i>Per Hengshan</i> , 8th Nov., 1.15 P.M.	Antraea	cruiser, 1st class.
Singapore, Penang and Calcutta.— <i>Per Catherine Apper</i> , 8th Nov., 2 P.M.	Bonnaventure	cruiser, 2nd class.
Cebu and Iloilo.— <i>Per Sanghah</i> , 8th Nov., 3 P.M.	Cadmus	sloop.
Shanghai.— <i>Per Kwanglai</i> , 8th Nov., 3 P.M.	Cherub	water tank and tug.
Swallow, Chefoo and Tientsin.— <i>Per Waiwan</i> , 8th Nov., 5 P.M.	Clio	sloop.
Zamboanga, Iloilo, Sandakan and Kudat.— <i>Per Berno</i> , 8th Nov., 5 P.M.	Diadem	cruiser, 1st class.
Macao.— <i>Per Hengshan</i> , 9th Nov., 9 A.M.	Des	torpedo boat destroyer.
Bangkok.— <i>Per Rajabadi</i> , 9th Nov., 9 A.M.	Erno	torpedo boat destroyer.
	Eurick	torpedo boat destroyer.
	Eze	torpedo boat destroyer.
	Fame	cruiser, 1st class.
	Flora	torpedo boat destroyer.
	Hardy	torpedo boat destroyer.
	Hast	special service torpedo.
	Hecate	cruiser, 1st class.
	Hecate	cruiser, 1st class.

—Per *Hongkong*, 9th Nov  
—Per *Patlat*, 9th Nov

Amyot and Manila— <i>Per Kushi</i> , 10th Nov., 9 A.M.	Kinaba .....	river gunboat
Manila— <i>Per Hwangshan</i> , 10th Nov., 1:15 P.M.	Monroen .....	river gunboat
Kobe— <i>Per Hoehung</i> , 10th Nov., 3 P.M.	Ottay .....	torpedo boat destroyers
Manila— <i>Per Yuenang</i> , 10th Nov., 3 P.M.	Rambler .....	surveying vessel
Macao— <i>Per Hwangshan</i> , 11th Nov., 1:15 P.M.	Roba .....	river gunboat
Singapore, Sourabaya and Samarang— <i>Per</i>	Sandpiper .....	river gunboat
<i>Poshing</i> , 11th Nov., 3 P.M.	Splice .....	river gunboat
Shanghai— <i>Per Sandhing</i> , 12th Nov., 9 A.M.	Tala .....	torpedo boat destroyers
Manila— <i>Per Hwangshan</i> , 12th Nov., 9 A.M.	Sault .....	crises, 1st class
Frederick, Wilhelmshaven, Herberstohke,	Tamar .....	receiving ship
Marrpi, Brisbane, Sydney and Melbourne— <i>Per</i>	Teal .....	torpedo boat destroyers
<i>Prins Sigismund</i> , 14th Nov., 10 A.M.	Ving .....	surveying ship
Europe, &c., India, 910 Tullicorn— <i>Per</i>	Waterlily .....	torpedo boat destroyers
<i>Selalie</i> , 15th Nov., 11 A.M.	Wildson .....	river gunboat
Macao— <i>Per Hwangshan</i> , 15th Nov., 1:15 P.M.	Woodcock .....	river gunboat
Singapore, Sourabaya, Calcutta— <i>Per</i>	Woodlark .....	river gunboat
<i>Wescon</i> , 14th Nov., 3 P.M.		
Swatow, Chefoo and Tientsin— <i>Per Kamsu</i> ,		
14th Nov., 3 P.M.		
Shanghai, Nagasaki, K. K. I., Yokohama,		
Victoria and Vancouver, B.C.— <i>Per Empress of</i>		
<i>India</i> , 15th Nov., 12 A.M.		

11th Nov., 12 P.M.

• Flag of Admiral Sir Gerard U. Noel.

1'er Henk: lan, 16th  
 2'nd Henk: lan, 17th

FRENCH	
NAME	FLAG AND DESCRIPTION
Acchelon	armored gunboat
Argus	river gunboat
Aralanchi	river gunboat
Balconette	river gunboat
Caronade	river gunboat
Casse-tête	river gunboat
Comble	gunboat
D'Anas	armored cruiser
Décide	gunboat
Descartes	cruiser
Depeille-Thouars	armored cruiser
Endrène	destroyer
Fronde	destroyer
Guichen	protected cruiser
Guesdon	armored cruiser
Heur, Riviers	river gunboat
Jacobi	river gunboat
Javelin	destroyer
Lafayette	cruiser
Lynx	submarine
Marmat	armored cruiser
Monsieur	destroyer
Oryx	river gunboat
Enche	gunboat

## MAS AND NEW YEAR

[illegible]

## HONOLULU

[illegible]

**Carre B**

[illegible]

## Pecker, Pennyle

Cunningham, G.	Perkins, Mr. and Mrs.	Vladivostok	7 a.m.
Curry, Dr. and Mrs. E.	T. L.	Nemuro	9:36
G.	Fordian, A. R.	Hakodate	9:17
Davies, F. O.	Powell, W. A.	Tokio	9:18
Descon, F. H.	Raguera, M.	Kochi	9:31
Doolittle, F. H.	Roach, Mrs. J. S. and	Narasaki	9:31

W. A. Rosenfeld

Dowling, J. T.	Santos, J.	Naha	.....	30.29	NY
Evan-Jones, Dr. & Co.	Scott, J. L. Gray	Nahikaki (Ima)	.....	30.29	NY
F. M. Egan	Scott, Mrs. J. C.	Talhouk	\$ 8 am	30.29	NY
Fletcher, H.	Shen, J. J.	Talhouk	.....	30.29	NY
Francis, V. des	Blinby, L. I.	Talhouk	.....	30.29	NY
Frank, Lt. E.	Short, C. P.	Talman	.....	30.29	NY
Gaffney, W. F.	Smith, C. B.	Koshup	.....	30.29	NY

**Staln, A**  
**Stephen**

[illegible]

Additional copies of this report are available for \$30.00 per copy.

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## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	L.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	dispatch vessel	1,700	4	3,000	Commander J. I. Bond	Kure
Andromeda	cruiser, 1st class	11,000	10	10,500	Captain R. Nelson	Kure
Arcturion	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heston	Kure
Astron	cruiser, and class	4,350	10	7,000	Captain Lionel G. Tuffnell	Walthea
Bonaventure	cruiser, 2nd class	4,300	10	7,000	Captain H. H. Torrance	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yankee
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.O.	Yankee
Diadem	cruiser, 1st class	11,000	10	10,500	Captain B. W. Savory	Suez
Dne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander K. E. Sullivan	Kure
Eos	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Kure
Erin	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewis	Kure
Etchick	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Kure
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Stevenson	en route Hongkong
Flora	cruiser, and class	4,350	10	7,000	Captain H. Grant-Dalton	Singapore
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	en route Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecate	special service torpedo v.	6,400	—	4,400	Captain E. F. B. Charlton	en route Hongkong
Hesperus	cruiser, 1st class	12,000	14	11,000	Captain Shortland	Kure
Hesperus	torpedo boat destroyer	550	6	7,000	Lieut.-Commander G. Seymour	Kure
Ichneus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Isis	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yankee
Kinsh	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Moonraker	torpedo boat destroyer	350	6	4,700	Lieut.-Commander J. Kiddle	Kure
Otter	surveying vessel	835	0	650	Commander C. E. Meade	Surveying (Japan)
Rambler	river gunboat	85	1	240	Lieut.-Commander Robert J. Vaughan	West River
Rohini	river gunboat	85	1	240	Lieut.-Commander J. A. Aitken	Yankee
Sandpiper	river gunboat	85	1	240	Lieut.-Commander J. T. S. Lyne	Yankee
Ships	torpedo boat destroyer	250	0	6,500	In reserve	Hongkong
Sable	cruiser, 1st class	18,000	14	21,000	Captain W. L. Grant	Kure
Sable	receiving ship	4,675	6	—	Commander H. P. Williams	Hongkong
Tamar	river gunboat	180	2	800	Lieut.-Commander K. Secrest	Yankee
Teal	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	en route Hongkong
Virago	surveying ship	620	4	450	Commander R. W. Glasale	Hongkong
Waterwitch	torpedo boat destroyer	350	6	6,500	Lieut.-Commander C. E. L. Thomas	en route Hongkong
Whitig	river gunboat	195	2	550	Lieut.-Commander G. B. Spicer-Selden	Yankee
Widgeon	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yankee
Woodcock	river gunboat	150	2	550	Lieut.-Commander Jas. F. Knox	Yankee
Woodlark	river gunboat	150	2	550		Yankee

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

# FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	TONS.	GUN.	H. P.	COMMANDING OFFICERS.	LAST REPORTED.
Achelon	armoured gunboat	1,700	10 1/2	1,500	Lieut. Farret	Salon
Argus	river gunboat	125	—	500	Lieut. Jeannel	Canton
Avalancha	river gunboat	140	5	150	—	Hinango
Balmuccia	river gunboat	—	—	150	—	Salon
Ceramide	river gunboat	—	—	150	Lieut. Hec	Salon
Casse-tête	river gunboat	140	5	150	—	Salon
Combe	gunboat	133	4	435	Lieut. Marc Illiers de Vignas	Salon
D'Assas	armoured cruiser	4,000	11	9,500	Captain Allaire	Salon
Décidé	gunboat	645	10	1,000	Lieutenant L'Ecu	Salon
Desaix	cruiser	3,581	14	1,500	Commander Amé	Salon
Dupetit-Thouart	armoured cruiser	10,014	—	—	—	Salon
Egée	river gunboat	205	—	—	Lieut. Marc	Hinango
Francisque	destroyer	305	7	6,300	Lieut. Coton	Hinango
Fronda	destroyer	310	7	3,045	—	Hinango
Gulcher	protected cruiser	—	—	—	—	Salon
Guydon	armoured cruiser	9,376	7	20,200	Capt. Paul	Salon
Head Rivers	river gunboat	—	—	—	Capt. Bado	Salon
Ischia	river gunboat	800	16	368	Lieut. Ponis	Salon
Javeline	destroyer	307	—	300	Commander Jacot-Duyet	Salon
Jérôme	cruiser	1,350	7	5,200	Commander Simon	Salon
Lyon	sub-marine	—	—	—	Archevêque	Salon
Montcalm	armoured cruiser	9,500	11	10,000	Capt. Maré	Salon
Monarque	destroyer	307	7	6,300	Lieut. Paul	Salon
Olympe	river gunboat	—	—	—	Lieut. L'Herminier	Salon
Palin	gunboat	—	—	—	—	Salon
Précis	destroyer	307	7	6,300	—	Salon
Précis	sub-marine	—	—	—	—	Salon



## Intimation

## THE HONGKONG FROZEN FOOD SUPPLY

THE DEPOT OPENS AT 6 A.M.

THE following are in stock—

## PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL DAIRY FARM FED PORK

Capons, Dairy Farm Fed (dressed) \$1.05 each.  
 Chickens, do do do 0.75 "  
 Chickens' Livers, do do do 0.04 "  
 Chickens' Gizzards, do do do 0.04 "  
 Curo's Meat Extract, 2 oz. 0.70 per pot.  
 do do do 4 oz. 1.25 "  
 Ducks, Local (dressed) 0.65 each.  
 Ducks, Wild, do do do 0.75 "  
 Fish, Australian Smoked Mullet, 0.50 per lb.  
 do do do Schnapper 0.65 "  
 Geese, Local (dressed) 1.50 each.  
 Hares, Australian 1st Grade 1.40 "  
 Ham, Best York 0.70 per lb.  
 Ham, Australian, "Pineapple Brand" 0.60 "  
 (2 cts. extra per lb. for Ham if cut).  
 Kidneys, Australian Sheep 0.05 each.  
 Lemons, Australian 0.48 cts. & 60 cts. per doz.  
 Oysters, American (large size, in tin) 2.50 per tin.  
 Oysters, Australian (in bottles of 12) \$1.35 & \$1.50  
 (2 and 3 doz.) per bottle.  
 Partridges, Local 0.75 each.  
 Pigeons, Local (dressed) 0.25 "  
 Pigeons, Wild (dressed) 0.20 "  
 Rabbits, Australian 1st Grade 0.65 "  
 Rice Birds 0.55 per doz.  
 Sausages, Australian Fritz 0.55 per lb.  
 Sausages, Owa Make (of Australia Meat) 0.35 "  
 Sausages, Local 0.35 each.  
 Tongues, Australian Sheep 0.20 "  
 Turkey, Choice Australian (plucked) 0.60 per lb.

## SPECIAL NOTE

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.  
 Orders for NOON should be sent in by 8.00 A.M. the same day.  
 Orders for 3.30 P.M. should be sent in by NOON the same day.  
 HONGKONG, 7th November, 1905. [988]

## Mails

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

## HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "SALAZIE"

Captain Eschenauer, will be despatched for MARSEILLES on TUESDAY, the 14th November, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Ville de la Cloie* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.  
 Cargo above booked for principal places in Europe.

Next sailings will be as follows:—  
 S.S. *TOURNAI*.....28th November.  
 S.S. *TONKIN*.....12th December.  
 G. DE CHAMPEAUX, Agent.

HONGKONG, 1st November, 1905. [7]

## NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing
<i>Hyades</i>	3,753	Geo. Wright	20th Nov.
<i>Tremont</i>	9,066	T. W. Garlick	24th Nov.
<i>Lyra</i>	4,417	G. V. Williams	9th Dec.
<i>Plutades</i>	3,753	F. G. Purington	29th Dec.
<i>Sawmunt</i>	9,066	E. V. Roberts	—

CARGO ONLY.

## CHEAP FARE, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOPPEL AND STEWARDESSES.

The twin-screw s.s. *Sawmunt* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barbers, shop, and steam-laundry. Cargo carried in cold storage.  
 For further information, apply to DODD, WELLS & CO., LIMITED, General Agents.

Queens Building, Hongkong, 25th October, 1905. [10]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE

## GENERAL HOUSEHOLD

## REQUISITES

## ACCOMMODATION

## AND

## REPAIRS

## TO

## ALL

## REQUIREMENTS

## OF

## HOUSEHOLDS

## AND

## OFFICES

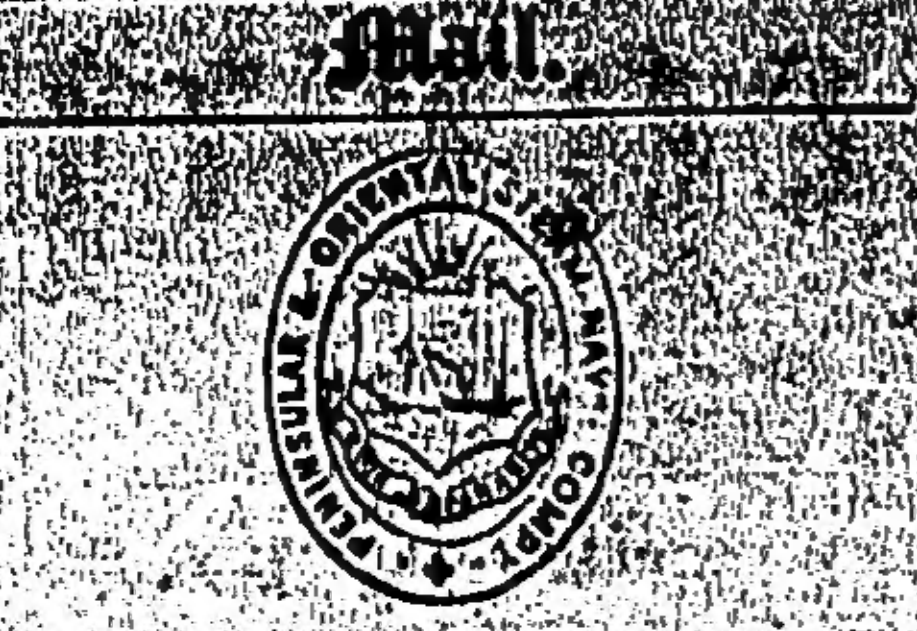
## AND

## SHOPS

## AND

## ALL

## REQUIREMENTS



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR TRAITTS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

## "ARCADIA"

Captain A. G. Cubitt, R.N.R., carrying the Majesty's Mails, will be despatched from this for HONGKONG, on SATURDAY, the 18th November, 1 Noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. *China*, 7712 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valanches, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamers proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Mooltan*, due in London on the 30th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Company's Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

HONGKONG, 7th November, 1905. [2]

## To Let.

## TO LET.

NO. 4, CLIFTON GARDENS, Conduit Road.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

HONGKONG, 30th October, 1905. [1062]

## TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

HONGKONG, 5th September, 1905. [900]

## TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

HONGKONG, 19th July, 1905. [755]

## TO LET.

GODOWN NO. 3, NEW PRAVA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

HONGKONG, 27th June, 1905. [692]

## TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE, FLATS in MORTON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

HONGKONG, 25th October, 1905. [10]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & CO.

HONGKONG, 19th November, 1905. [102]

## SHARE QUOTATIONS

Supplied by Messrs. BERNARDINI, KELLY &amp; CO., General Managers of the Hongkong &amp; Shanghai Banking Corporation, Ltd.

STOCKS	NO. OF SHARES	AMOUNT	PAID UP	REMARKS	AT WORKING ACCOUNTS	LAST DIVIDEND	REMARKS
BANKS							
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000	\$11,000,000	10% for 1904	10% for 1904
National Bank of China, Limited	95,000	\$7	\$7	\$20,000	\$4,100,000	5% for 1904	5% for 1904
MARINE INSURANCE							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
North China Insurance Company, Limited	10,000	\$15	\$15	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
FIRE INSURANCE							
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
SHIPPING							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong, Canton & Macao Steamship Co., Ltd.	70,000	\$15	\$15	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Tug and Lighter Company, Limited	100,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Straits Steamship Company, Limited	1,000	100	100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Taku Tug and Lighter Company, Limited	20,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Perak Sugar Cultivation Company, Limited	7,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Oriental Consolidated Mining Company, Limited	500,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Pauk Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
DOCKS, WHARVES & GODOWNS							
Farnham (S. C.) Boyd & Co., Limited	15,200	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Feenick (Geo.) & Co., Limited	12,000	\$25	\$25	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai and Hongkong Wharf Company	30,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Yangtze Wharf and Godown Company, Limited	2,500	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
LANDS, HOTELS & BUILDING							
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Astor House Hotel, Limited (Tientsin)	2,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Central Stores, Limited	123	\$15	\$15	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Do. (Founders)	24,000	\$15	\$15	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Do. (New Issue)	12,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Hotel Company, Limited	10,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hotel des Colonies Company, Limited (Shanghai)	2,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Land Investment Company, Limited	50,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Tientsin Hotel des Colonies, Limited	1,400	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Tientsin Land Investment Company, Limited	7,726	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
COTTON MILLS							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	12,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
International Cotton Manufacturing Company, Ltd.	10,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Long-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Soy Chee Cotton Spinning Company, Limited	1,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
MISCELLANEOUS							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Asbestos Fasteners Agency, Limited	5,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Campbell, Moore & Co., Limited	1,200	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
China-Homes Company, Limited	50,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
China Flour Mill Co., Limited	4,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Dairy Farm Company, Limited	25,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hall & Holtz, Limited	21,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Electric Company, Limited	30,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong High-Level Tramways Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Ice Company, Limited	5,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Maatschappij tot Exploitatie van Langkoot en Beeldsche Landbouwen	25,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Monroe (E. L.) Limited	2,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,500	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Gas Company, Limited	10,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Horse Bazaar Company, Limited	5,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Pulp and Paper Company, Limited	4,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai-Sun Chai Tobacco Company, Limited	50,000	\$10	\$10	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Shanghai Waterworks Company, Limited	2,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
South China Morning Post, Limited	1,000,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Straits Laundry Company, Limited	1,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Straits Ice Company, Limited	1,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
Straits Waterworks Company, Limited	1,000	\$100	\$100	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904
United Assurance Corporation, Limited	1,000,000	\$1	\$1	\$1,000,000	\$11,000,000	5% for 1904	5% for 1904